craft, 9 cents an hour. This was conviction to the railroad employees done to bring their wages up on an equitable basis with the other shop

The National Unions of Shop Em-ployees claim a membership of ap-ghop employees, reached the following proximately 500,000 in the United conclusions States. The best estimate of the

The increases granted will put the road shops. The increases granted will put the shop employees on a general basis of 72 cents an hour for an eight hour day. The general rate for men in similar employment in private industries, outside of navy yards, ship-yards and war plants, is something like 71 cents an hour.

The capditions are fundamentally different. The work performed by employees is performed in every city and in every railroad town of considerable size in the United States. The principal railroad shops are not in the largest cities, and many of the principal shops are in towns or cities of relatively small size. At the urgent instance of the em-

#### Assured That Word Is Final.

After their lengthy conference at in large cities, small cities or towns, or the White House the union leaders, virtually rural communities, have been saided by Mr. Jewell, called upon Distandardized on uniform bases. It canheaded by Mr. Jewell, called upon Director-General of Railroads Hines. They asked him if the word given them by the President was final. The Ditor-General told them that it was absolutely final. In answer to further suestions he made it clear that nothing further could be said or done

Interest centres on the return of Samuel Gompers, president of the American Federation of Labor, from re expected to confer with him before announcing future action. .

It is apparent that all negotiations are concluded and the Issue is squarely drawn between the Administration and the public on the one hand and the shop employees on the other.

Mr. Jewell refused to make any comment, as did the other leaders. when they left the White House, and later when they left the Railroad Administration in answer to one inquiry Mr. Jewell queried in return, "What

His only statement was that in due course a formal statement would be prepared and given to the public There was very little possibility of its eing prepared before to-morrow, he said, and possibly not then

#### Report of Mr. Hines. Director-General Hines's report and

amendations which were approved in full by the President follow MY DEAR ME, PRESIDENT: In view of importance both to the railroad employees and to the public of the wage demands of the shop employees, and if the view of the intimate relationship between that subject and the all important subset of the coat of living, I feel it my duty to make this report to you for action by you if you wish to take personal action in regard to it.

"The responsibility rests upon me to decide upon its merits the claim of the railroad shopmen for the following in"The presence of the coat of living in the construction and men engaged in ship construction and men engaged ployees and to the public of the wage

	celving.	Re- quested. Cents.	Cents.
Machinists	63	53	17
Toolmakers	66	90	29
Boilermakers	66	85	17
Riveters	. 64	85	37
Blackemiths	68	60	17
Sheet metal workers.	64	85	17
Electricians	66	85	17
Car inspectors	58	85	27
Car repairers	58	85	17
Car repairers, steel	63	88	29
NOTE-These figures	represen	t only	the prin-
cipal clauses.		7. 7.117	some prosec-

board of railroad wages and working conditions, a board constituted last year ered by the by the Railroad Administration to conwage matters, and consisting of three representatives of labor and three representatives of the railroad manage-menta. On the question of any general increase to the shop men the board divided equally, the three labor mem-bers favoring an increase to a basis of 50 cents and the three management members opposing any general increase whatever, sithough expressing the opin-ion that unless the cost of living could be controlled there would need to be a further general increase in wages.

### First Division in the Board. "The conditions in the navy yards and arsenais cannot, largely, for the reasons already stated, be taken as con-

This is the first time when this board has thus divided on the question of a general wage increase presented to it. In every other case the board has been in agreement upon the proposition that there ought to be a general increase, although in some cases its members have been slightly apart as to the extent of the general increase have been in favor of a general increase whatever for the entire class of employees.

"It is further urged by the employees and to any increase whatever for the entire considered and disposed of by a commission created by new legislation. Recommendation to that effect was submitted to the appropriate committees of the Senate and the House, but the unanimous adverse action of the Senate committees of the senate and the House, but the unanimous adverse action of the Senate committees of the senate and in alter that the employees themselves vigorously objected to my suggestion and insisted that the matter should be decided by me.

"Since the subject must be dealt with and no other method has been or is to be pervised." It must also the wages paid in private industries generally, or in those paid in private industries sentiments. But the rates therein about the particular committee made in favor of a general increase in the cost of living and into the replacement of the shipyard rates.

"The conditions in the particular that it must be provided, it follows that it is must be and not obtained to a general increase the tree as the extent as the provided, it follows that it is must be pervised."

The leaves three days that the rates therein should reflect local conditions in the particular there are the conditions in the particular that the rates therein about the particular communities and they have been in they have to conditions in the particular there are the conditions in the particular there are the rates therein about the particular communities and they have the employees the temployees that the rates therein about the particular communities and they have a to the first time the rates

"Since the subject must be dealt with and no other method has been or is to be provided, it follows that it must be dealt with by the Director-General under the powers conferred upon the President by the Federal control act, and this must be done without the aid of any action by the wage board.

"I approach this matter with the clearest conviction that the railroad must be conducted now and for all time in the future in such a way as to give the railroad employees an adequate compensation and a liberal share in the re-

read Administration, but they will smount to almost \$45,000,000 a year, necording to the best estimate, as compared with the \$165,000,000 demanded. The maximum increase demanded was 27 cents an hour, or almost 50 per cent, for car repairers most 50 per cent, for car repairers and can be received as a leavester. Ther were given and car inspectors. They were given the largest increase of any other treatment is so clear that it will carry

### Conclusions He Has Reached.

"The main contention of the shop em States. The best estimate of the number of men actually employed in the railroad shops, however, runs considerably under this figure. With basis rate in the ship yards and arsonals. The basis rate in the ship yards was 80 cents in the ship yards wa day on an eight hour basis the wage ber 1 next has just been made in an agreement (to which the Government was in no way a party) between the endiguring a four cent advance an hour for all of them and leving out the additional 5 cents an hour granted additional 5 cents an hour granted shipyards cannot be adopted as a measure repairers and inspectors.

> size. At the urgent instance of the employees, the rates for all these shopmer throughout the United States, whether

ot be, therefore, that these standardized

rates can be put so high as to reflect the conditions prevailing in the relatively few industrial centres where shipbuild-

ing was developed under high pressure during the war.

Not only are the shippards practi-

and others paying exceptionally high wages, and the employees who were at-tracted to those yards had to estab-lish themselves in these densely popu-

lated centres with particularly costly living conditions. In order to meet the keen competition of other war industries

end to build up the forces of men in the

Steady Employment Offered.

"The work in the railroad shops

nly offers year in and year out (de-

spite the fluctuations incident to changes

the volume of business) reasonably eady employment, but also offers a actically permanent career. On the

other hand shipbuilding represents to a

large extent temporary employment. This is brought out clearly by the fol-

lowing showing, which is actual up to August 15, 1919, and estimated beyond that date, as to the employees who have been and will be employed in the ship-yards so far as the present government-

insistent that the same wage scale shall

insistent that the same wage scale shall be paid in every place in the United States, regardless of its size or of local living conditions and as this principle has been adopted it necessarily follows that exceptional conditions, in exceptional communities cannot be taken as the standard for the wages of railroad when men.

Naval Work Not Controlling.

shipyards exceptional rates had to

ally without exception in densely ulated centres, but employees had to be attracted to those yards in time of war in competition with munition plants me at 12.35 P. M. today, and as it is our custom to make prompt settle-ments we take pleasure in handing you herewith, by return bearer at 12.50 P. M., our check for the full amount of the bond, namely \$100,000, in complete settlement of all claims you may have against this Company under such bond. Very truly yours, WM. B. JOYCE,

NATIONAL SURETY COMPANY

Your claim for \$100,000 under our blanket bond on account of your re-ported loss of \$174,000 in Liberty Bonds, was received at this office by

me at 12.35 P. M. today, and as it is

RICHARD WHITNEY & CO., 14 Wall Street, New York, N. Y.

August 13, 1919.

RICHARD WHITNEY & CO. 14 WALL STREET NEW YORK

August 13th, 1919. WILLIAM B. JOYCE, Esq., President, National Surety Company, 115 Broadway, New York City.

We wish to acknowledge receipt of your check for \$100,000, in payment of our claim on account of loss of Victory and Liberty Bonds.

We wish to express to you our thanks for the remarkably quick settlement in practically fifteen minutes. and also to thank you for giving this great credit on the management of your Company in the settlement of claims.

RICHARD WHITNEY & CO.

### A demonstration of ability and willingness to pay

**Hundred Thousand Dollar Loss!** 

Paid in 15 Minutes!

See below (printed with permission)

Our bonds are SIGHT DRAFTS upon us for just claims!

## NATIONAL SURETY COMPANY

Brokers' Branch-89 Maiden Lane

WORLD'S LARGEST SURETY COMPANY

Not Reasonable to Raise Wages.

"I have consistently urged through

out this calendar year that the greatest

problem before the country is a reduc-tion in the cost of living and one of the greatest obstacles in the way of such

reduction would be substantial increases

in transportation rates. I am convinced that it is not reasonable from the stand-

vate industries.

#### Railway Charges Are Fixed.

"In making comparisons for work of milroad industry and wages in private industries, due consideration must al-ways be given to the fact that private industries are frequently able to increase their prices to the public without difficulty to offset, and more than offset, in-455 creases in wages, so that to a very convato industry are fixed without any representation, either direct or indirect, of the general public, which eventually must pay the bill. On the contrary, the railroads, whether under public or private control, cannot increase the prices the inderstand it, members of office forces, must pay the bill. On the contrary, the cost of fixing, since the increase would but only include the men engaged in shirt construction and men engaged in fabricating shops and all other shops actually a part of the shippard plant.)

"It is perfectly clear to me that the peeple of the United States cannot be committed to the policy that the wages of railroad shopmen in every city, town and willows in the Judical States cannot be standard to the shippard plant.)

"So the question must be viewed from the contrary, the cost of living, since the increase would be railroads, whether under public or private control, cannot increase the prices they that much further out of reach and what much further out of living.

of railroad shopmen in every city, town and village in the United States must be brought up to a basis created in an emergency and in a largely temporary war undertaking, concentrated in a comparatively few densely populated industrial centres where living conditions are exceptionally expensive and difficult, so that I conclude that the principal contention of the short careful serving the principal contention of the short careful serving the viewed from the public standpoint as well as from the standpoint as well as from the standpoint as well as from the standpoint of the employees. This necessitates the most careful scrutiny of rates of pay which have been fixed by industrial centres where living conditions are not subject to public control. Of course the wages paid railroad employees must be not only reasonable in the cost of living. "In this connection it is proper to say that if railroad shop employees be viewed as a class it appears from the standpoint of the employees. This necessitates the most careful scruting of railroad shop employees be viewed as a class it appears from the standpoint of the employees. This necessitates the most careful scruting of railroad shop employees be viewed from the cost of living. "In this connection it is proper to say that if railroad shop employees be viewed as a class it appears from the standpoint of the employees. This necessitates the cost of living. "In this connection it is proper to say that if railroad shop employees be viewed as a class it appears from the standpoint of the employees. This necessitates the cost of living. "In this connection it is proper to say that if railroad shop employees be viewed from the cost of living. "In this connection it is proper to say that it is proper to say dustrial centres where living conditions are not subject to public control. Of dustrial centres where living conditions are exceptionally expensive and difficult, so that I conclude that the principal contention of the shop employees and necessarily to the employees, and necessarily to the employees, and necessarily paid cannot be adopted.

"Of course, if the employees them elisewhere in permanent private industrial carrying out the policy of stanger and accept to public control. Of the average in their earnings is somewhat in ment with the shop men's organ excess of the total increase in the cost tions. Very sincerely yours, of living from July 1, 1915, the average in the average in their earnings is somewhat in ment with the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to august the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to august the shop men's organ of living from July 1, 1915, the average in their earnings is somewhat in ment with the shop men's organ of living from July 1, 1915, the average in their earnings is somewhat in ment with the shop men's organ of living from July 1, 1915, to August the shop men's organ of living from July 1, 1915, to August the shop men's organ organ organ organ and acceptance in their earnings is somewhat in ment with the shop men's organ o cannot be adopted.
"Of course, if the employees themselves were willing to accede to a plan
whereby the wages of railroad shop men
in each community should be made with
reference to the average wages in that
community, other considerations would
have weight. But the employees are elsewhere in permanent private interest of tries for similar services are an important factor for consideration. But men employed in railroad shops were the distinguishing conditions must never given the benefit of a higher classification which entitled them to wages much

Cheaper Production First Duty. "The further claim is made that the

organizations, and also by the executives of the eight other organizations of
tives of the eight other organizations of
telegraphers, maintenance of ways men,
clerks, the proposition is laid down that
railroad employees are entitled to compensation which will, at least, reestablish the pressure purchasing power of lish the pre-war purchasing power of

their wage.
"The way to reestablish the prewar purchasing power of wages is to reduce

Government to take some adequate measures to reduce the cost of the necessaries of life to a figure that the present wages and income of the people will meet. Should this not be considered feasible, we will be forced to urge that those whom we represent be granted an increase in wages to meet the deterioration of the purchasmeet the deterioration of the purchasing power of the dollar, be that what it may, which can be easily deter-mined by competent authority

#### Unfair to General Public.

"W. G. Lee, president of the Brotherhood of Railroad Trainmen, in a sumhood of Railroad Trainmen, in a sum-mary of a statement made by him be-fore the board of railroad wages and working conditions and given to the press by him on July 31, stated that an increase in wages was not the proper solution of the present economic stress under which working men are laboring because they will be followed by new in-creases of cost of everything which would more than absorb the additional

fair for the general public, subversive of the efforts which the Government is making to reduce the cost of living, and

en increase in freight rates, which would atimulate an increase in the cost of everything consumed by the public, and eased cost of railroad transportation. work, generally speaking, is not

a differential under the rates paid in As a matter of fact the rates of pay and tinuous. The increase for freight ca other private industries. This question, also the earnings of many sub-divisions repairmen and car inspectors at su however, need not be decided, because of classes of railroad employees have cutlying points will be 4 cents per hout the decision made below will make the already been so advanced as to be already. the decision made below will make the rates for the railroad shop employees in excess, if anything, of average rates shown in the evidence thus obtainable from the Department of Labor for principle in department of Labor for principle in the country. Any effort to indept that high point as the minimum will be taken up in conference with level for all railroad wages will be highly detrimental to the public interest.

> "As to all other classes covered by pplement No. 4 and not above specif-

Ever since last September it has been the settled principle of the Rail-road Administration to make wage orders retroactive to a date approximating the date upon which the Board of Railroad Wages and Working Conditions made its report and in this instance that report was made on July 16. The cor ditions here, however, are peculiar in that the action of the wage board has been delayed for an exceptional length of time, the presentation to the wage board having been made last February. In these directivatances it seems to me that, as a part of a negotiation of a national agreement, the changes abo

Will Come When U. S. Gives Up, Elliott Says.

vided there are no more wage increases respectively the problem for the whole country?"

In the new Cabinet, the despatches state, Paul Garami, Minister of Justice in the Peidli Cabinet, will be Minister of Commerce, while former Premier Peidli Commerce, while

"I think it would," responded Mr. Elliott, adding that he preferred the rate increase to the continued payment employees were fairly entitled as a whole rate increase to the continued payment to the increases in wages provided, and are also fairly entitled to the additional increase next below mentioned.

"There has been insistent contention that while all other classes of railroad to approve the content of the Government guaranteed compensation."

further the cost of living and injure every workingman as well as every other person in this country.

'In a statement presented to the President of the Brotherhood of Locomotive Engineers, said:

Justed in such manner that they received an increased wage in addition to receive ing ten hours pay (in the pre-war period) for eight hours work, this same can be considered to the shopper of the Brotherhood of Locomotive Engineers, said:

Asked if a 25 per cent, increase in rates would hamper business or increase in rates would hamper busine Asked if a 25 per cent, increase in no effect on living costs generally.

When advocating wage legislation, Mr. Eillott said. "Let the wives of the men vote on the strike; they are the most affected." The great majority of rail-road employees, he said, did not want to strike, and he urged some legislation for the adjustment of disputes, He suggested that labor unions be required to incorporate and file reports like business corporations, and that employees be compelled to serve notice be-

ployees be compelled to serve notice be fore quitting work.

Alba B. Johnson of Philadelphia, former president of the Baldwin Locomotive Works, urged the preservation of the Interstate Commerce Commission as a judicial body. He appeared before the committee as successful. mmittee as spokesman of the Railway Business Association, an organization



# SENTRY TELLS HOW

Says Jourovsky and Nine Letts Shot Royal Family With Revolvers.

SETS DATE AS JULY 17, '18 CLASH WITH JUGOSLAVS

Crown Prince, Only One Who Firm Attitude by Peace Con-Survived First Attack, Was Shot Once More.

London, Aug. 25.—Alleged authentic details of the killing of Emperor Nicho-las of Russia and the other members of the Russian royal family at Yekste-rinburg. July 17, 1918, was contained in officer who had been employed in an official capacity in southern Russia, was made public to-day by Reuter's, Limited. The story purports to have been told by a sentry who suarded the royal family while its members were under detention.

the orders of Commissary Alexio and the Grand Duchesses Olga, Anatasia. Tatlana and Xenio, together with Court Physician Botkine and three servants, were taken to an underground room. No interrogatory took place Kourovsky, the account runs, the Emperor, the Empress, Crown Prince themselves but their friends and enemies Alexio and the Grand Duchesses Olga. It is a ground them, all of whom are inwith Court Physician Botkine and three servants, were taken to an underground room. No interrogatory took place. Ination in the Balkans.

Clashes between Rumanian and Jugo-Council's telegram through the Allied Council's telegram through the Allied Milliary Mission at Budapest Saturby arms because of the boy's inability to walk in consequence of liness.

Jourovsky, another Bolshevik leader, which the Rumanians now threaten to that Archduke Joseph must withdraw will come that Archduke Joseph must withdraw and Jugo-Council's telegram through the Suprement of the Milliary Mission at Budapest Saturby attention of the Balkans.

Archduke Joseph received the Suprement of Milliary Mission at Budapest Saturby depends on the Council's telegram through the Allied Milliary Mission at Budapest Saturby depends on the Inches of the Cabinet, which depends on the Cabinet of the Suprement of the

and nine Lettish soldiers, the account continues, entered the room and immediately killed all the occupants with the Serbians are working feverishly

with a pointblank shot.

rees, according to a Bolshevik wire- is sending all the troops she can spare formed.

ess report received here. It states that to join the 50,000 men now in Banat. a new 3

Japanese squadron has arryind at The Rumanians, on the other hand, two day

COPENHAGEN. Aug. 25 .- The Esthonian Press Bureau officially denies the report recently printed by the National idends that Great Britain is seeking a railway concession through Esthonia to Russia or that negotiations are under way for the lease of the islands of

The National Tidende declared that negotiations were proceeding for lease of Dagoe and Oesel, in the Baltic Sea, to England for the construction of commercial port. The paper also stated that England was seeking a railway concession through Esthonia reach the Russian market.

#### PEACE COMMISSION GETS WIRE CONTROL

Hoover Turns Over System Linking Central Europe.

Pants, Aug. 25,-The great telegraphic communication system throughout Eu-rope which comprised the special tele-graph lines turned over to Herbert Hoover, head of the interallied relief organization, by the various European Governments and operated by the Amer-ican Army and Navy personnel, is being handed over to the Peace Commission as it forms the only link of communi-cation through Central Europe.

The engineering staff in charge of rallways and coal distribution through Central Europe has been dissoived and its members recalled by several of the Central European Governments, which under Mr. Hoover in these territories.

### WAR CLOUD AGAIN REDS KILLED CZAR OVER THE BALKANS

Relations Between Serbia and Rumania Reported Near the Breaking Point.

ference Necessary to Relieve Situation.

By LAURENCE HILLS. Braff Correspondent of THE SUN.

Copyright 1919, all rights reserved. PARIS, Aug. 25 .- From information obained to-day from Serbian and Rumanian sources it seems that unless the Peace Conference takes an immediate and firm hold on the present situation Europe will find itself facing a new war in the Balkans. Relations between Serbia and Rumania are nearing the breaking point, and both nations are on the edge of a brink of not only involving

to reconstruct the remnants of their old, sentry, on hearing the reports, tired army by replacing the ten year to continue to carry out current into the room, he says, and saw veterans with younger recruits and to until a government was formed dashed into the room, he says, and saw eleven bodies lying on the floor. Only the Emperor's son was still alive. Seeing this, the narrator added, one of the here characterize Rumania's assertion a list of the members of the new he Emperor's son was still alive. Seeng this, the narrator added, one of the
lolshevik party killed the Crown Prince
with a pointblank shot.

Octions of the Rumanians. Serbians
here characterize Rumanians assection
that she will be in possession of the
ernment scon.
The Cabinet then framed a reply with a pointblank shot.

Gen. Denikine, commander of the anti-Bolshevik forces in south Russia, has captured the town of Berislay, on the "Let Rumania not forget we are not sion replied that it was unwilling aptured the town of Berislav, on the "Let Rumania not forget we are not Dnieper River, in the Government of Hungary, and that our army isn't as thereon, according to a despatch to-day weak as the Magyar force, which offered

> charge the Serbians with assuming the aggressive. The Rumanian Minister said the Jugaslav troops were completely Bolshevised and that they are trying to pen a social war on the Rumanian roops, who so far have resisted both troops, who so far have resisted both Russian and Hungarian Soviet influ-

In diplomatic circles, where the problem of maintaining Balkan peace is causing endless concern, there runs a general feeling that some solution would offer itself in a change of the present Rumanian Government. Rumania is in the Supreme Council, according to ada very uncomfortable international situation to-day, and this is attributed to Premier Bratiano, whose Levantine diplomacy is in conflict with new

·A new, rational, "Europeanized" gov-ernment, it is contended, would do much ate bring to an end the series of clashes between Rumania and the Allies and pave the way for an amicable adjust-ment of the former's problems.

That Premier Bratiano is chiefly to blame for his country's troubles is the cry of many Rumanians themselves, who say he has preached the gospei of a great, all powerful Rumania to replace the decumer Russian-Huagarian influence the decumer Russian-Huagarian influence of it Oriental Europe and that he proceeded to set Rumania up as a protector in Oriental Europe and that he pro-ceeded to set Rumania up as a protector

#### **NEW CABINET BEING** SLATED IN HUNGARY

Socialists Get Three Seats Archduke Contented.

RAIL RATES SEEN requested that these experts should be permitted to eater the employ of the various Governments as advisers on press advices, was appropriated in with the examination of Quien. various Governments as advisers on transportation and coal production. The Pollah Government has retained six of the experts, the Austrian Government to-day. The messages indicated that feur, and it is expected that the Czecho-Sicvak and Jugo-Slav Governments with the process of the process east 25 per cent in rallroad rates, pro-

**Proves** its value



he delivery to him by the Interalled panted by a letter stating that the ma-sion would give him two hours to take this action. Otherwise, he was notified the mission would publish the council; telegram broadcast.

At 8 o'clock Saturday night Preme Friedrich notified the mission that Arch duke Joseph and the other members the Covernment under him had resigned Archduke Joseph received the Suprema Council's telegram through the Allied

and the Premier resign.

Herr Friedrich begged the mission preserve the peace. formed the Premier that it expected

Rherson, according to a despatch to-day from Taganrog, in the Don Cossack territory on the Sea of Azor Viadivostok is surrounded by insurgents and the town is filled with refugers, according to a Bolshevik wireinterfere with the internal affaira new Ministry two days, with three seats give Socialists.

Premier Friedrich Joseph adieu, thanking him for vices he had rendered. Deep ; Deeply the Archduke replied that deserved no thanks other than price serene conscience, having done his

the Supreme Council, according to a vices reaching the council to-day.

### CAVELL "BETRAYER" LOSES DELAY PLEA

Trial of Quien in Paris Is Ordered to Proceed.

ment of the trial until the printhe Cavell case had been proseque attorney quoted the article in treaty providing that the Germans cused of crimes during the war mu-handed over for trial.

M Wagner in behalf of the tion requested the court to overrule the objections of the defence, declaring that Quien was not under charges as an abcomplice but as a principal 11-

#### BELGIANS POSSESS MALMEDY

District Was Ceded to Their Under Peace Trenty Parts, Aug. 25 .- Belgian au-

## 2017 Hart Schaffner & Marx Stylish Suits \$33.50

Of course they are worth a great deal more

THEY are odd lots; in some cases there is only one of a size; in others there are two, or three, or maybe more.

In every other respect you will find them just the kind of good all wool suits you expect Hart Schaffner & Marx clothes to be.

Every size is represented; there are plenty of good styles, including sport suits, smart young men's models, and conservative business suits; and most of them are as suitable for Fall wear as now.

# Wallach

# CANADIAN NEWS

Including an article by

Lieut.-Col. John A. Cooper, Director of the Official Canadian Bureau of Information, New York city, on "Trade Relations Between Canada and the United

Pages 10 and 11.

injurious to railroad employees them-selves, for the Railroad Administration at this time to adopt the principle of moving up wages of all railroad em-ployees so as to reflect the highest point yet reached in the high cost of living. "Such action would mean inevitably

Working Rules to Be Made. "The exceptions above referred to, as would give innumerable pretexts for covering up additional unwarranted in inspectors, are as to such employees creases in prices on the claim that such at outlying points other than shops and increases will be necessitated by the in-

outlying points will be 4 cents per hour will be taken up in conference with the representative of the shopmen, with a view to arriving at a reasonable and definite working rule.

shall be 4 cents a hour.

indicated could properly be made affec-tive as of May 1, 1919, and the Railroad Administration is willing to make these changes in rates of pay effective as of that date for all employees who do not leave the service pending the comple-tion and adoption of a national agree-ment with the shop men's organiza-Very sincerely yours, "Walker D. Hines."

in excess of the increases indicated by the mere difference between the old rates

"The further claim is made that the cost of living has increased. In a letter of August 5, 1919, signed by the executives of the six railroad shipmen's not have received an increase fully organizations, and also by the execucost of living, it is also true that great

> Total Increase Not Excessive. "This condition, however, should afford no basis for the claim that the total increase already given to railroad shop employees is excessive because I do asked Representative Sims (Tenn.) not believe that such is the case. On "I think it would," responded the contrary. I believe the railroad shop

employees have nad their wages admen. While it has been urged with equal insistence that the shopmen got offsetting advantages, it seems to me it is true that in this specific matter the shopmen did not receive the benefit of equal treatment. On that account it seems to me fair in all the circumstances to recognize this condition by giving the shop employees a rate of 72 cents instead of 68 cents for the classes

now receiving 68 cents.
"Under supplement 4 to General Or-der 27 and an addendum to that supple-ment two different rates have been profront two different rates have been pro-vided for car repairers, one a rate of 63 cents for steel freight car repairmen and another a rate of 58 cents for wooden freight car repairmen. This dis-tinction has been difficult to main-tain and has been the source of dissatis-faction, and there is a general agreement among the members of the wage board that the condition ought to be remedled (although the labor representatives think it ought to be remedled by increasing the rates for all car repair ers to the highest rates).

"I therefore conclude that, except as stated below, the rate for all freight stated below, the rate for all freight car repairmen who by supplement 4 to General Order 27 and the addendum thereto were intended to receive either 58 cents or 63 cents shall receive 67 cents per hour. There has been great dismitisfaction because car inspectors generally have received only the rate of 58 cents notwithstanding the fact that steel freight car repairmen have received the rate of 63 cents. My conclusion is that, except as below stated, car inthat, except as below stated, car in-spectors should receive the same rate as above indicated for freight car repairmen, and therefore should receive 67